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ST. LOUIS SWEPT BY A CYCLONE!

One Thousand Lives Reported Lost and Many Million Dollars' Worth of Property Destroyed by the Triple Attack of Wind, Water and Flames.

Buildings Blown Down, Trains Derailed, Steamers Sent to the Bottom of the Mississippi River and Destruction Spread in Every Direction.

East Span of the Famous Eads Bridge, the Immense Grand Stand at Sportsmen's Park, the Great Crupples Building and the National, Tremont and Martell Hotels in East St. Louis Partially or Wholly Demolished.

ALL TELEGRAPH WIRE DOWN AND THE CITY PLUNGED IN DARKNESS.

Dead and Injured More Than Taxed the Capacity of the Morgue and the City Hospitals-Armories and Private Houses Opened to Receive the Unfortunate Victims-Narrow Escape of the Racegoers at Sportsmen's Park-Steamer Delaphin Broken in Two and Four of Her Crew Drowned-Poor House, with

all communication with St. Louis. At The steamer D. H. Pike, with thirty pasbut no idea was entertained of any-

letins began to come in from Cincin- board, was blown against a bridge pler and bearing the startling information that were rescued. St. Louis had been swept by a cyclone | The steamer Libble Conger, with Captain wrecked East St. Louis, killed an army Conger of people and turned the city into a Ottened's furniture store at Broadway and scene of desolation and mourning.

Toward midnight a single wire from

ing some of the largest structures in the and the fatalities are great. West.

over the Mississippi, the immense grand- The crowd had gone to the open field for stand at Sportsmens' Park, the great Cup-safety, and but four men were killed. ples Building, fourteen stories high, in St. The woman's portion of the jall has been streets, is being used as a temporary host that trains may pass over. wrecked.

East St. Louis. So far as is known the in torrents. At 8 o'clock the Eastern sky National Hotel, Tremont House, Martell was affame with the light of fires in East are hourly increasing. It is impossible to The spans of the bridge were 545 feet House, De Wolfe Cafe, Hazel Milling Company's mill, Harnes-Cooper shop, and a molished.

According to the latest reports the Grand Republic and several more pleasure steamers, with all on board were sunk in the Mississippi, and practically all the steamers and other boats along the levce have gone down.

The Waters and Pierce oil works are now burning, and a number of buildings in various portions of the city are in flames. The Morgue is now nearly full, yet the dead are being brought in every minute. The City Hospital has been full for an

hour, and the injured are now being taken to private houses and churches. The city Is now in total darkness, and every wire, both telegraph and telephone, has falled.

The Storm's Fury. At 5:20 p. m. the clouds that had covered the city since noon broke into a furious storm. Within ten minutes the wind reached a velocity of eighty miles an hour, sweeping with it dense waves of rain. The highest speed of wind previously recorded here was 72 miles an hour, in August, 1878. The screeching of the wind ough electric wires, the crash of debris very direction and the electric flashes tangled wites and crashing thunder

1,200 Inmates, in Flames.

At 6:15 o'clock last evening the tele- | East St. Louis suffered probably the | The Chicago & Alton east-bound local pasfirst it was imagined that a severe sengers on board, bound for Peoria, was turned them over on their sides. The from \$1,000,000 and the storm might have prostrated the wires, blown bottom side up in the middle of the spans and trusses held the cars from top-

Steamer Broken in Two, The steamer Delaphin, with a crew of six

nati, Chicago, Springfield and Decatur, broken in two. The women and two of the crew clung to the bridge stonework and

The electric railway line is burned out, St. Louis, May 27.-A cyclone, the equal as well as the electric plant. Fourteen fire of which is unknown in the history of this alarms were sounded within an hour, and country, struck this city shortly after 5 three alarms were sent in from the Pooro'clock this afternoon, killing, according to house, which building has 1,200 inmates

During the last race at the Fair Grounds

pital. At 7:30 p. m. the rain, which had The storm spent its greatest fury at ceased for a time, began afresh, and fell

Passenger Train Overturned.

hundred or more smaller buildings east of The metal roof of the Merchant's Ex-dozen buildings. The Fire Department was side was through a tunnel a mile long, exthere have been wrecked, with many killed change was rolled up like a scroll and fell utterly powerless to cope with the conand injured. The round house of the Ballinto the street. The Louisville & Nashville flagration, and it is feared that nearly the erected, because of the excessive tolls Great Railway Round-House, timore and Ohio and Vandalia Roads, the east-bound local passenger train had just entire business and a great portion of the Charged by the Gould people. The last East St. Louis and Crescent Elevators, the reached East St. Louis when the storm residence section will be destroyed by street the St. Louis end of the bridge was erected at the north end Railroad, which was demolished, is at what near Choteau avenue. The company's plant Standard Oil Works and a dozen freight struck that city. The train was overturned, flames if not already demolished by the located. houses along the levee have also been de- but only a few passengers were injured. wind. They were taken from the cars by railroad Among the principal buildings already in nearly a mile long, extending from where finally pooled with that of the Eads bridge. Cahokia Creek, being an island. It was the yardmen.



graph offices of this city suddenly lost greatest. Messengers come at 7 p. m. from senger train, which left St. Louis at 5 but it is feared that the loss of life in these

The bridge which was partially wrecked was found. July 4, 1874, the bridge was ture of the bridge approach upon which the the eastern end of the Bridge. It was large by the tornado was the famous Eads bridge, formally opened. There were present men

When the plans for the bridge were pub. Rallroad depot. This structure was of iron ways filled with engines, both passenger

tracks. That portion of it not occupied known as the Old Mill, Creek Valley. by the railroads is taken up by Cahokia | The Cupples, which was partially de-

The bridge was the feeder of St. Louis men. Its trade was principally transient, also wrecked.

last pler in East St. Louis to the Relay immense business at the terminal, was al-

rater front is given over to the railroad chants interested in the grain trade. The some sixteen roads having their cost of the two structures was over \$1,000,

Creek, a stream as large as a river at stroyed, was a brick and granite block 500 times, and during high water a lake several feet by about 350 in depth. It was built to accommodate the wholesale giocery The residence portion of the town com- trude of the city. It was seven stories nences nearly a mile from the river, and high and was four blocks from the old St. is built upon ground but a few feet higher Louis Union depot, being on the corner of The relay depot, where engines are sidered one of the strongest buildings in

by the original stockholders, who were sold the front. It was a stopping place for ing was the National, a cheap hotel, contravellers and an eating house for railroad taining about one hundred rooms. It was

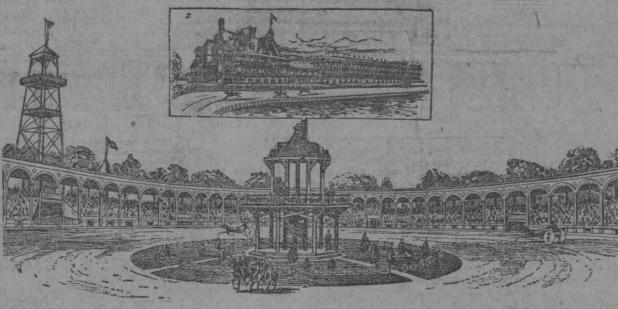
The Standard Oll Company's works, known as the Waters-Plerce Oll Company's of the city and connected St. Louis with is known as the southern end of the island, at this point consists of several large tanks, with a capacity of many millions of gallons of oll.

Five years ago one tank was burned and a large quantity of the oll was floated into the sewers. A few days later the gas generated by the oil blew up the Chotean aveone sewer from the river to Fourteenth

The Rumor by a Race Wire.

Cincinnati, Ohlo, May 27 .- A report reached this city this afternoon that the grand stand at the St. Louis Fair Grounds, where races are now being held, was blown down and many people killed and injured. The report came over the race wires of the Western Union Telegraph Company. The bare bulletin was received that a cyclone had struck the race course and had demolished the grand stand, killing many people. Then communication was suddenly cut, and information came later that all wires leading out of St. Louis hat been torn down by the storm,

Sad News to Railroad Men. Springfield, Ill., May 27.-Reports reach here this evening of a terrible cyclone at East St. Louis. It is learned that the northbound passenger train on the Chicago & Alton, due here at 9 p. m., was blown from the tracks at East St. Louis and all the terror to the hearts of all spectators. THE EADS BRIDGE ACROSS THE MISSISSIPPI RIVER AT ST. LOUIS, WHICH WAS PARTIALLY DESTROYED class are informed that their roundhouse passengers were killed. The Wabash offi-



the latest estimate, 1,000 people and wreck- The roof of the Poorhouse was blown of THE FAIR GROUND GRAND STAND AND RACE TRACK AT ST. LOUIS. Reproduced from Leslie's Illustrated.

Flames Raging Beyond Control. The reports of fatalities in East St. Louis surface,

rescue difficult and dangerous, but it is the gunboats used on the Mississippi River expected collapse. thought all will be got out uninjured. The during the civil war. In 1869 the bridge When the bridge had stood the test of changed, and which is the terminal of the the West, and was fire-proof. About east span of the bridge is so badly wrecked was started, at an estimated cost of \$0.000, several hundred loaded freight cars it Eads Bridge, is the beginning of the resi-

Louis, are wholy or partially destroyed. The armory, at Seventeenth and Pine that it will take three days to repair it so 000. It was built in three spans, set upon was pronounced the greatest piece of enfour piers resting on the rock bottom of gineering work of the nineteenth century. House is the leading hotel, near the rail- freight was loaded from the doors of the the river more than 120 feet below the The investment of the amount required to rend depot. It is a three-story frame houses into cars.

> cross the bridge or river to get particulars. long, with the exception of the centre Lightning struck the Standard Oil works span, which was 520 feet. The entrance to and every railroad was it its mercy. Sev. and it did not contain over forty rooms. The Plant Milling Company was in the and flames were soon pouring from a the approach by railroad from the St. Louis eral years after its completion the bridge. It was built alongside of the backwaters same neighborhood, further toward the

The east wing of the famous Eads Bridge the roof was blown off the grand stand. The east wing of the famous Eads Bridge the roof was blown off the grand stand. The network of wires made a reputation by constructing from various points gathered to watch the

build it, however, was never realized upon structure, with a veranda running across Across the street from the Cupples build.

passed into the control of the late Jay of Cahokia Creek, and upon piles driven river on Chotesu avenue. The approach on the Illinois side was the town of Madison, Ill. Its interests were a portion of East St. Louis, on account of ruins are the National Hotel, the Standard the last pier was sunk at the beginning of The end of the bridge demolished by the ordinary round-house at the end of a di-